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WHEN LAND IS NEEDED.  
RIGHTS OF THE PUBLIC.

A discussion on the two reports published by the Committee appointed by the Ministry of Reconstruction to deal with "the acquisition and valuation of land for public purposes," took place at a meeting of the Surveyors' Institution, held in Great George Street, Westminster, recently. Mr. George Freeman, K.C., a member of the Committee, said they had endeavoured to arrive at greater uniformity of procedure. They proposed there should be one central authority before which all applications for power to purchase should be made, and it rested with that authority whether the matter should go to a small tribunal, a large tribunal, or whether a bill should be promoted. They also asked that the proposed tribunal should have absolute discretion as to costs (hear, hear) and they looked upon that power as one of the greatest safeguards in regard to the methods of procedure. The Committee, in the second report, was unanimous that the jury should be swept away, and that the three arbitrators should be reduced to one. On the question of special adaptability, where a piece of land was more valuable for public purposes than to the estate, the Committee had unanimously resolved that in the future such adaptability should not be an element of market value. As to the question of compensation for damage and payment for betterment, the Committee had decided that if a man was injured, whether he took his property or not, they must compensate him, but if they bettered his land, then he must pay his fair share.

Mr. Ralfour Browne, K.C., considered that the second report abolished all that they know of the Lands Clauses Act. He thought that the alterations were certainly not to the benefit of the public, and ought not to be sanctioned by Parliament. The change of the basis of compensation was, in his opinion, a very serious error. Mr. Leslie Scott, K.C., M.P., the chairman of the Committee, believed that one of the factors at the back of the demand for the nationalisation of land was that land was limited in extent, that many wanted it, and that all felt that the possession of land was a duty. It was a duty of making the most of that land in the public interest. It was only when the nation did not require the use of land that the owner was entitled to keep the exclusive use of it. The recognition of that principle was at the bottom of the two reports of the Committee, and it was only the recognition of that principle which would meet the broad sense of justice and expediency which was developing in the nation at the present time with regard to land. Whoever it could be shown that it was in the national interest that a given piece of land should be put to some other use, then it should be open to the Government, the local authority, or a private promoter, to make application for a compulsory order for the acquisition of that land upon terms of fair compensation (hear, hear). The recognition of that principle was essential for the real development of the national resources in the decades of reconstruction after the war. He believed that the nationalisation of land, or resources of the country was certain to stamp out initiative and real progress (hear, hear). He felt very strongly that unless they made land available for public purposes easily, cheaply, and rapidly, they would find that the demand for the larger measure of reform—though he did not think it reform—would gain the day.

NEGLIGENT SERVANTS.  
CANNOT CLAIM WAGES FOR  
DISMISSAL.

An important decision was given in Alor Gajah District by the District Officer and Magistrate, Mr. Williams, on the 2nd instant.

Mr. F. O. Rasmussen, proprietor of Ceter Estate, had dismissed a conductor by name Arul on account of negligence of duty and refused to pay him any salary for the time elapsed since last payment of salary.

Mr. Arul summoned Mr. Rasmussen claiming salary for January as well as a month's salary in lieu of notice, and Mr. Rasmussen took out a cross summons against Mr. Arul claiming a similar sum as compensation for loss sustained through the negligence of the conductor.

In his defence Mr. Rasmussen quoted from the Malay Mail of October 12th, 1918, a leading article, where a very clear example of justice is mentioned in the decision given by Lord Chief Justice Denman and Justice Liddell, Paterson and Coleridge in the case of Ridgway vs. The Hungerford Market Company, in 1833, who held that where a yearly servant is dismissed by his master for a cause which is sufficient to justify such dismissal he cannot recover any wages pro rata for such a period as has elapsed between the last payment of wages and the date of his dismissal. Lord Chief Justice Denman observed: "The case of Turner vs. Robinson," in which it had been held that where a servant hired at so much per annum was dismissed for misconduct he was not entitled to any of the wages of the current year, and many other cases have shown that if a party hired for a certain time so conducts himself that he cannot give consideration for his salary he shall forfeit the current salary even for the time during which he has served." Mr. Justice Liddell in the course of his judgment remarked: "If his dismissal be justifiable for his misconduct he cannot recover any of the current salary." Justice Paterson and Coleridge delivered judgments to the same effect.

After hearing the defence in which Mr. Rasmussen gave evidence of the negligence of the conductor, the magistrate dismissed the conductor's claim and ordered him to pay Mr. Rasmussen the amount claimed as compensation with costs.

BRITISH SHIPBUILDING.  
GOVERNMENT POLICY.

Colonel Leslie Wilson, Parliamentary Secretary to the Ministry of Shipping, has answered in the parliamentary papers, a number of questions as to the national shipyards and the Government policy concerning them. To the end of January the expenditure on the yards, including the cost of housing and of acquiring the property of the Standard Shipbuilding Company, but excluding cost of shipbuilding and of stores and plant contracted for, but not yet charged, works, amounted to approximately £4,000,000. The charge for military labour included in this sum is at present under consideration by the War Office, and may be considerably reduced. Twelve berths have been completed at the national shipyards, six keels have been laid down, but no vessels have yet been launched from those berths.

Asked by Mr. Thomas Shaw, the Labour member for Preston, whether the Government would carry on the shipyards as a national institution, associating the trade unions in the management, Colonel Wilson said: "I am glad of this opportunity of explaining the policy of the Government in this matter. The shipyards were built as a war measure. If the Government were now to retain and operate them indefinitely, they would be in competition either with shipowners (if the Government kept the ships) or with shipbuilders (if the Government sold them). The fear of such competition, with all the resources of the public exchequer behind it, would be bound to create a want of confidence in the shipbuilding and shipbuilding industries, which are vital to the prosperity of this country, at the very moment when it is essential that the normal trade and industry of the kingdom should get going again as quickly and on as large a scale as possible. Therefore it has been decided, after full and careful consideration by the Government, not to retain these yards as a Government undertaking, provided, of course, that they can be disposed of on fair and proper terms. It is the intention before disposing of them to complete the three shipyards on a reduced scale, and also to proceed with the housing scheme. I need hardly add that, as already announced, I should welcome any proposal or suggestion which would provide for the participation of labour in the management and profits of the shipyards or for their direct operation by Labour organisations."

RESTORING THE MERCHANT MARINE.  
Sir Edward Nicholl asked the Shipping Controller: (1) If he will immediately take steps to stop the shipbuilding for and sale of tonnage to foreign countries until this country's pre-war supremacy of mercantile tonnage has been restored, following the enormous destruction and loss through enemy action; (2) if he is aware that large sums of money have been handed over to North-East Coast shipbuilders by foreign countries to have the firm call on new tonnage.

Colonel Wilson replied that the question had received the constant attention of the Shipping Controller for a long time past. "The value to the nation of the extensive foreign connection possessed by British shipbuilders before the war is very great," he added. "Subject to this and to the obligations of Great Britain towards her Allies and certain neutral countries, of which Norway is the chief, whose ships had been made available for Allied service during the war, the policy of the Controller is to encourage and hasten in every possible way the restoration of the British mercantile marine. The powers at present vested in the department enable the fullest control to be exercised over both the sale and construction of tonnage for foreign account, and the Controller is satisfied that no action has been taken in this regard to the prejudice of the paramount object referred to."

Asked how much British tonnage was available in the years 1916-17-18, Colonel Wilson gave the following figures for vessels of 500 tons (gross) and over, including tonnage on Colonial registers:

	Tons (Gross).
January 1st, 1916	18,300,000
January 1st, 1917	17,500,000
January 1st, 1918	16,300,000
January 1st, 1919	15,350,000

British imports carried in British tonnage were estimated to have been as follows:—

	Tons.
1916	31,000,000
1917	31,000,000
1918	30,000,000

## THE SUPER-TRIPLANE.

A giant machine which is calculated to astonish the world is the Tarrant super-triplane, the parts of which I saw assembled to-day (writes a Daily Express correspondent). It is the invention of Mr. W. G. Tarrant, of Blyth, and was designed originally to carry bombs to Berlin.

According to the details given me by a departmental manager at the works, this machine is capable of a 20-40 hours' flight and of carrying 100 people for a flight of 500 miles at a speed of ninety miles an hour.

Its span is 180 feet, its height forty feet, and it will lift ten tons. It is under dual control, and also carries two engines, each having his own complete set of instruments, to control the six engines. The method of construction, which excludes the use of all bracing wires, makes it possible, it is claimed, to multiply the dimensions of the machine indefinitely.

In comparison with the Handley Page, the Tarrant machine is as a Newfoundland to a small fox terrier.

QUEEN MARY'S NEEDLEWORK  
GUILD.

## HONGKONG BRANCH.

The report of the work done in March is as follows:—

CITY HALL WORK PARTY (under Mrs. Stubb) 278 vests, 84 pyjamas, 19 shirts, 2 kimono bedjackets, 5 pairs ladies' knickers, 1 girl's dress, 61 boys' overalls, 25 babies' vests, 24 milk covers, 230 handkerchiefs, and 99 pairs pants.

CATHOLIC WOMEN'S LEAGUE (under Miss Laureico) 10 pairs socks, 12 mufflers, 1 sweater, 72 khaki handkerchiefs, 240 jug covers, 8 mosquito nets, 24 mops, 22 knitted scrubbers, 8 eye bandages, 1,524 rolled bandages, and 1,440 sponge swabs.

PEAK CLUB WORK PARTY (under Mrs. Harston) 192 roller bandages, 30 dysentery pads, 12 pneumonia jackets, 2 gauze many tail bandages, and 3 flannellette stump bandages.

The following letters have been received by The Union Church Work Party:—

Dear Mrs. Hickling, After all this long time of silence and delay, I trust it may be some recompense to you and your busy company of loving workers to learn from Sister Duncan's letter how happily the long-expected box arrived after all, just in time for the wrong Christmas. Its long wait at Vancouver enabled it to fill a gap in the Christmas entertainment of a big hospital near Amiens full of the men who had helped to win the last battles of the war. The enclosed letter does not make you quite realise what a burden it lifted from the generous heart of one of our very bravest and best matrons, who played a gallant part in the great retreat of last Spring, and it was a happy chance that led a few Chinese patients to that hospital to share your gifts and tell the secret of the puzzle.

I like to feel that all such bountiful and loving gifts as yours have some special part of their own to fill, and I would like you all to understand that to my mind your box's long journey could not have had a more fitting ending, and no human hand could have guided it so exactly. In these days of solemn thankfulness, many have had a new revelation of the "Divinity that shapes our ends." "Most heartily do I thank you and all whose hearts and hands had share in these wonderful, comforting Christmas boxes that have done so much to bring ease and cheer to the brave lads who dared so much for us.—With every kind wish, Faithfully yours,

(Signed) T. L. BEVERIDGE (D.A.P.C.).

12, Casualty Clearing Station, B. E. Force.

January 20th, 1919.

My dear Friends,—I am enclosing this letter in one to Lieut.-Col. Beveridge and asking him if he will be good enough to address it for me, as unfortunately in March when we lost everything, I lost this address in China.

About September, 1917, you very kindly sent a very large case of goods to Lieut. Col. Beveridge, and I am afraid both he and I almost despaired of seeing it after such a long time, although we hadn't forgotten about it.

We are now at Busigny, a place where one cannot get anything, and I had almost given up hopes of being able to give each patient some little thing on Christmas morning when the day before Christmas, this huge case was brought to the entrance of my Red Cross store.

We were not long in getting it unpacked; everything is perfect condition although it had been so long on the way. All that evening we were busy making up the packages and, in this way, every patient got something in the morning. They were all so delighted and so interested, when they were told they had come all the way from China. Everything was utilized—shirts, socks, handkerchiefs. The socks were all so beautifully knitted. At the time we had 3 Chinese patients and they were very keen about the puzzles, and showed us how to do them. It really was most kind of you to make and send all these things, and I do think if you had seen how very much appreciated they were, you would have felt your work had not been in vain. I think you very much, both for the articles and for the kind thought and love, which prompted you to remember those so far away.

The fighting is over now, but the work is not yet finished; we are all so thankful there are no more wounded coming. It was all so sad.

With renewed thanks to all, and kind thoughts to each one who helped to fill the case.—I am, Yours very sincerely,

(Signed) A. DUNCAN

(Sister-in-Charge).

## "BLESS THE KAISER."

Hindenburg, speaking at Main Head-quarters on the ex-Kaiser's birthday, said:—"Even those who disagree with us would think it cowardice and unfaithfulness—two of the most unbecoming qualities—if we did not openly confess to-day that we remember the Kaiser not only with love, gratefulness, and reverence but also with great grief. God bless and strengthen him to bear his heavy fate."

PERSECUTING A FEMALE  
COUSIN.

## A MAN'S DEMANDS FOR MONEY.

At the Magistracy, yesterday, before Mr. G. N. Orme, a Chinese was charged with attempting to assault a young Chinese woman.

Inspector Macdonald stated that defendant had been brought up in complainant's family, which was formerly very wealthy and established at Cheung Chau. Unfortunately, when the father died it was found that through several transactions all the money had been lost. The half-a-dozen wives of the man then left the place, taking everything with them, and the complainant was stranded. Fortunately she contracted a marriage with an Indian and was living happily. Defendant had been in the habit of dropping in at her home at different times and demanding money.

He was more or less out of employment, though at times he worked as a fireman. On one occasion when he visited complainant he pointed a revolver at her and threatened to kill her. On information received, the Police visited the house on Tuesday night and arrested defendant. The man was a perfect nuisance to the neighbourhood.

The complainant, a neatly-dressed, pretty young woman, stated that she had given defendant money on one or two occasions. He was always causing trouble, and when she refused to give him \$10 to join some club he threatened to kill both herself and her husband. Defendant had also remonstrated with her for marrying an Indian, and had stated that if she had married a Chinese she might have had several thousands of dollars.

Defendant stated that he only paid a visit to his cousin to ask her to tell her husband not to shoot his family of seven persons, as he had threatened. He had also told her that it was a shame to have married a poor Indian instead of a wealthy Chinese.

Mr. Orme sentenced the defendant to fourteen days' hard labour, and ordered him to sign a bond of \$100 to keep the peace for a year.

## CLUB OR LODGING-HOUSE?

At the Magistracy, yesterday, before Mr. G. N. Orme, a Chinese was charged with keeping a lodging-house without a licence.

Inspector Kent stated that in his opinion the place was used as a club more than a lodging-house, although they had no evidence to prove it. The Police raided the place and saw fourteen persons of the coolie class sleeping there. These men informed witness that they were paying defendant \$2 a month for lodging, without the use of cooking utensils or kerosene. The Police regarded the keeping of a lodging-house without a licence as a very serious offence. Mr. Orme fined defendant \$25.

SERVANT MISAPPROPRIATES  
FUNDS.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with misappropriating \$45, belonging to his master.

The defendant stated that he was given \$20, not \$45, to get a shipment of peanut oil. As he was in want of money he used the sum to pay off debts. Mr. Lindsell sentenced defendant to four weeks' hard labour.

## AN OPIUM CASE.

At the Magistracy, yesterday, before Mr. G. N. Orme, a respectable-looking Chinese, dressed in European clothes, was charged with being in unlawful possession of 74 taels of raw opium.

Defendant was arrested while going aboard the *Anakusa Maru*, and the opium was found concealed underneath his bedding.

Mr. E. L. Agassiz, who appeared for defendant, pleaded for leniency on the ground that the opium had been given to defendant by another man who wanted it conveyed to the country.

Mr. Orme fined defendant \$50 with the alternative of two months' hard labour.

## BLINDED BY THE WAR.

The *New York Times*, Paris correspondent says the number of totally blinded men among the Allied forces during the war has been calculated at 7,000. Those who have lost one eye amount to between 20,000 and 30,000.



## CORRESPONDENCE. THE PROPOSED JESUIT COLLEGE.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR, If all the critics of the world were to adopt the logic and style of criticism of your correspondent "Critic," criticism can well be relegated to the dustbin, despite Matthew Arnold's saying that criticism is a disinterested endeavour to learn and propagate that which is known.

It is painful to be drawn into a religious argument. I wonder if your correspondent knows, though he poses as a student of religious history, that it is the common belief of Roman Catholics that the pope is infallible when speaking *ex cathedra*. According to his lurid argument, Pope Clement XIV. was fallible, and this Clement's fallibility was refuted by Pius VII.'s infallibility.

He also seems to ignore that it is the first business of everyone, whether politician or otherwise, to see to the salvation of his soul, how can this irrefutable logician expect politicians to refrain from meddling with religion? Through out his correspondence he not only meddles with that which he does not know, but even muddles his words. He seems to confuse Jesuitism, as practised by modern Jesuits, with religion. When the Marquis de Pombal and the Portuguese Republicans drove the Jesuits out of Portugal I am sure they did not do so out of mere hatred for "Jesuitism," but for the Jesuits in person for meddling with politics, which is not their concern. Our Lord Jesus Christ, let him understand, never meddled with politics. He advised people to "give to Caesar what is Caesar's, and to God what is God's."

The last part of your correspondent's letter requires no reply. It were better that people like your correspondent should leave the ink dry in their inkpots, for their words can bring no good to us, but only stir up strife and bad blood. — Yours, etc.,

JOHN KESTREL.

Hongkong, April 16th.

## CRUELTY TO ANIMALS.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR, With reference to your correspondent's letter in today's paper, may I suggest that a stricter enforcement of the existing laws by the police and sanitary officials would be much more effective than the multiplication of societies?

Section 6 (b) of the Summary Offences Ordinance, 1848, provides a penalty of \$50 for any person who wantonly, or cruelly, mutilates, or otherwise ill-uses, any horse, dog or other animal.

Section 53 of the Public Health and Building Ordinance, 1903, is as follows:—

"53. No person shall bring into the Colony, or drive, carry, transport, remove, or have or keep, or knowingly suffer to be had or kept under his control or on his premises, any animal or other creature used for human food in any way which may cause it needless or avoidable suffering."

This provision should cover the case of cattle in junk without food or water.

A Dog's Home is provided for Dogs, and a Pound for other stray animals.

The Sanitary Department controls all cattle-sheds, pig-styes and markets, and by laws provide for the cleanliness of such places, and the provision of water and food for the animals; the Sanitary Inspectors can deal with unsanitary bird-shops, etc.

The Police and Sanitary Inspectors no doubt do their best to prevent ill-treatment and to prosecute offenders, and if every "Lover of Animals" were to report every case of cruelty witnessed by him or her to one of these officers there would be no need for a Society. If dissatisfied with the action of the officer a report to the Head of his Department would no doubt be effective. — Yours truly,

F. B. L. BOWLEY.

Hongkong, April 16th, 1919.

## "THE CRUCIFIXION."

As announced in another column, Stainer's devotional work "The Crucifixion" will be sung by a chorus of about 80 voices in St. John's Cathedral on Good Friday evening at 8.15 p.m. As it is likely that the church will be crowded to its utmost capacity, those desirous of attending should be careful to arrive early in order to secure seats.

A short organ recital, commencing at 8.45 p.m., will be given whilst the congregation is assembling, when the following pieces will be played by Mr. J. W. White, the acting-organist:—"Funeral March" (W. Faulke), "Soprano's Strain" (W. Wostenholme), "Requiem Aeternam" (Beni Hartwood), and Choral Prelude on "O come and mourn" (C. H. H. Perry).

At the conclusion of the singing of "The Crucifixion" a collection will be taken in aid of the Organ Fund, and it is hoped that the response will be so liberal that the splendid instrument will be freed from debt.

## ALL OVER A BOTTLE OF STOUT.

STAFF-SERGEANT SUMMONED  
FOR ASSAULT.

CASE DISMISSED.

At the Magistrate's, yesterday, before Mr. R. E. Lindsell, a Staff-Sergeant of the local Garrison was summoned for assault by a European lady, the wife of a Sergeant Major, who is on active service in Italy. The alleged assault took place on April 7th in the military quarters at Kennedy Road. The case created a great deal of interest, many Europeans being present in Court.

Mr. P. W. Goldring, who appeared for the defendant, stated that his client absolutely denied the assault. He admitted that he was very bad tempered when he found that certain provisions belonging to him were missing from the comrade's basket, and he was perfectly ready to offer an apology to defendant for going into her quarters. If she would not accept an apology he was willing to fight the case out.

Mr. Lindsell (to complainant): You understand what Mr. Goldring says for the defendant. The defendant is not prepared to admit that he assaulted you. He is prepared to apologise to you for trespassing.

Mr. Goldring: I don't go so far as trespassing. He simply entered the quarters. It is a very technical trespass.

Mr. Lindsell: Defendant is prepared to apologise for disturbing you at your quarters.

Complainant: He is telling a lie, sir.

Mr. Lindsell: Are you prepared to accept the apology? Complainant: No. Captain H. M. Macaulay, of the R.A.M.C., said he knew complainant. She came on April 8th to his office next door to Wellington Barracks in the morning. She complained of a pain in the throat, also of difficulty in swallowing. Witness examined her throat, but could find no marks of violence, no swelling, scratches, bruises, or other evidence of injury. He also examined the inside of her throat and found nothing abnormal there.

Mr. Lindsell: Were there signs of internal pain? Witness: She complained of pains in her side, but I did not examine her internally.

Mr. Goldring: Does she come to see you often? Witness: Yes, during last year she paid me some visits.

Is she not slightly hysterical or more than hysterical? Yes.

The tendency to hysterics would be accentuated by the use of alcohol? Yes. Supposing she drank a quart of stout at 7.30 a.m., being a hysterical person, she would naturally be in a very excited state? I think anyone would be.

A quart of stout on an empty stomach would not do anybody any good? No.

Complainant: When you painted my throat did you say it was swollen? You painted it with iodine and asked your orderly to continue doing so?—Witness: I did paint your throat. I did not say it was swollen or injured internally. I painted it because you complained of pain.

You said my throat was bruised low down and that you could not get to that place. Is that not the truth? Captain?—I may have said that.

You asked your orderly to paint my throat and you gave me liniment to rub on my side? I did order the orderly to paint your throat.

Mr. Lindsell: Why were orders for painting necessary if there were no signs of injury?—She complained of pains and I painted the parts with iodine to diminish the pains.

Mr. Goldring: It is a natural thing to do. If I have a pain in my wrist I rub in iodine.

Complainant:—When you know the summons was issued, why did you ask the orderly to stop the painting?

Witness: Is that a question?

Mr. Lindsell: Is that a fact?

Witness replied that he had heard rumours of a summons previous to that date. The reason why he stopped the painting was because the throat was well.

Cross-examined by Mr. Goldring witness said that painting was a common thing in cases of pain, etc.

Lieut.-Col. Crisp stated that he saw complainant on April 7th when he went to the Military Hospital at Bowen Road. She complained to him that defendant had been into her quarters and assaulted her. She was in a very excited condition and witness could hardly understand what she was referring to. Witness furthermore did not know who she was at the time. She also asked witness to look at a mark on the side of her throat. There was a red mark about two inches square. Witness told her that he would see defendant about it and hear the other side of the story. He then quietened her and sent her away. It was difficult to state how the mark was caused. It might have been caused by somebody pinching the neck.

Mr. Goldring: There were no marks of violence which might have been caused by another party?—Witness: No. There was a mark as if pinched. Were you shown any other bruises or marks?—No.

Was complainant in a normal state? No.

With reference to defendant's character, witness stated that defendant had been working as a clerk under him for five and a half years being over fourteen years in the service. He had an exemplary character.

Mr. Goldring: I do not like to put the question. I leave it to your Worship, but I wish to know whether witness can draw any inference as to whether complainant was in any way under the influence of alcohol at the time?—Witness: I cannot say. She was very excited.

Complainant: If you did not think there was anything wrong why did you say you would get defendant to apologise? Why did you say you would talk to defendant very severely and get him to apologise? If I was not in the right why should he apologise?

Witness: My statement was: I can do nothing at all until I hear the other side of the case. When I hear the other side of the case—it is not a military matter if I consider that there is any reason for an apology, I will see that defendant apologises. You said: "I don't want any apology whatever."

Complainant: And why should I want an apology after he knocked me?

Complainant said that her husband was away in Italy. She had lived in Kennedy Road for five or six years. Defendant lived in the same block of buildings as herself. They had a quarrel over two years ago and they had never spoken to each other for the last six months. On the morning of April 7th she was scrubbing the back verandah of her house when she heard some one shouting and swearing in a front room. She was then surprised to see defendant entering her premises, wearing his pyjamas. As soon as he entered he got her by the throat, punched her on her side, and then threw her down on the floor. Defendant was shouting and swearing, though she could not remember what he said exactly.

Mr. Lindsell: You did not know why he attacked you?—Complainant: Not at that time. I got up and he again held me by the throat, and threw me down. Continuing, she said when she got up again defendant once more attacked her, and when she fell on the floor a chair over-balanced and fell at her side. When she raised herself up again she thought defendant was going to attack her with her clenched fists and she screamed. The children came in at that moment and they would be able to relate the subsequent incidents better than she as she was in a dazed condition.

Mr. Lindsell: Were you on the floor when they came in?—Complainant: Yes. The only thing I contradict is that I was the worse for drink. I was entirely sober. I never had any alcohol that morning. I was cleaning up the house.

Mr. Goldring: You are not a teetotaler?—No. On this particular morning did you take anything out of the basket which was not ordered by you?—I ordered a bottle of stout.

Did you take anything out of the basket not in your order?—I took a bottle of stout. It was on my order. I will call the comrade to say that I had not ordered a bottle of stout?—My book shows I did.

The comrade's book was next handed round for inspection.

Mr. Goldring: Can you tell me why the orders in the book stopped from the 7th?—The defendant threw the book at my feet.

When he had it was that order written or not?—It was.

Will you wear on oath before God that the writing was there?—Yes.

Mr. Lindsell: You wrote it afterwards?

Witness: No.

Did you take the bottle of stout?—Yes. Continuing witness said that she wrote her orders every night. Sometimes she wrote, sometimes her son and sometimes the comrade. When the stout was brought she found that a quart had not been brought for her, so she told the comrade that she would take one of the other quarts of stout as she was going out only and that the comrade could replace it.

Mr. Lindsell: You still say you do not know why defendant came to your house?—Witness: I had no idea at the time. He has never been to my house before.

Mr. Goldring: Have you had any complaints of taking things out of other people's baskets?—Witness: Never in my life.

Will you seriously deny it?—I never took anything in my life.

Will my instructions are that you have done so.

You know defendant?—Yes, but we never speak to each other.

He is not a disorderly person?—No.

When defendant arrived the bottle of stout was open?—Yes.

You had drunk a little?—No.

Mr. Goldring said that the comrade's boy told him that there was only half the bottle of stout. Probably one of defendant's children or she had poured it into the sink.

When did you intend to drink the stout?—At 10 o'clock.

You opened it, threw the froth away, and wanted to drink it "flat" three hours later?—Yes.

You were well enough after the alleged assault to walk to Bowen Road?—Yes, my will did it. I was not going to be thrown about.

Your will power enabled you to do it after being thrown down several times?—Yes.

You never drink beer?—No.

Who drinks the beer that you send for from the R.G.A. Canteen?—You had better find that out from the Canteen yourself.

Do you suffer from giddiness?—I suffer from pains in the head when I do too much hard work.

You work very hard?—Yes, because my money won't run to an amah.

You are giddy and hysterical at times?—I am never hysterical.

Mr. Lindsell: Whose writing is it on the last page of the book?—Witness: My youngest son's.

He has not entered anything previously?—He is only at home on Saturdays and Sundays.

Complainant's son said that at about 7.30 a.m. he heard his mother cry out: "You hit me." Witness ran into the sitting room and saw his mother on the floor with an overturned chair at her side.

When his mother got up to set the chair aright, defendant took her by the throat and threw her down. Defendant then asked him for the bottle of stout and witness ran into the kitchen to get it.

Mr. Lindsell: How did you know it was in the kitchen?—Witness: My mother usually puts it there.

Continuing, witness said he did not know whether the bottle was open or empty. Defendant threw the bottle across the kitchen and it broke, after which he again assaulted his mother. When his mother asked for her comrade's book, defendant threw it at her, and, raising his fist at her, said: "I'd like to murder the whole damned lot of you." He then left the house.

Witness denied that either he or his brother had ever been severely talked to by defendant for setting fire to the hill-side.

Another son gave corroborative evidence.

Mr. Goldring said he did not think it was any use for him to put forward witnesses for the defence. There were no marks of violence found on complainant an hour after when she saw Col. Crisp. It might be expected that had she been assaulted in the way she said she was, there would have been swellings a few days later. The statements made by her two sons were obviously taught them. Defendant had a good character and had been recommended for distinguished services.

Defendant stated that at 7 a.m. the comrade's coolie arrived with provisions and he found that a bottle of stout was missing. The coolie stated that complainant had taken the bottle of stout and he also produced complainant's book, which had no such order. Complainant had written at the foot of the page: "I have taken a bottle of stout because I am going out."

At this stage it was discovered that a page in complainant's book had been torn off and entries made on another page.

Continuing, the defendant said that the stout was not for him, but for his wife as she was wearing a baby. He went down to complainant's place and complainant said she was sorry she had taken the bottle of stout as she was under the impression that it was hers. He replied: "Now look here, you know very well this is not by any means the first instance you have interfered with my provisions. I have had to go without my morning meal, because you have taken my bread." Witness here explained that his bread was missing, and as he had to leave for office at 9 a.m. he could not wait for another loaf of bread. He asked her for the stout as his wife wanted it. Complainant replied: "I cannot return it now, as I have opened it and had some of it." Complainant had the appearance of being up all night. She endeavoured to sit on an arm of the chair which turned over and she fell on the ground. It then occurred to him that she was under the influence of liquor. He assisted her into a chair, and it was then that the children came in. He desisted assaulting her, neither did he dash the bottle of stout on the ground.

Complainant: You dashed it on the ground. There are marks of stout on the kitchen wall?

Mr. Goldring: There may be gallons of stout thrown on the kitchen wall.

Mr. Lindsell stated that from the fact that a page of the comrade's book had been torn, there seemed to be something suspicious. Complainant was evidently trying to hide something. He dismissed the case.

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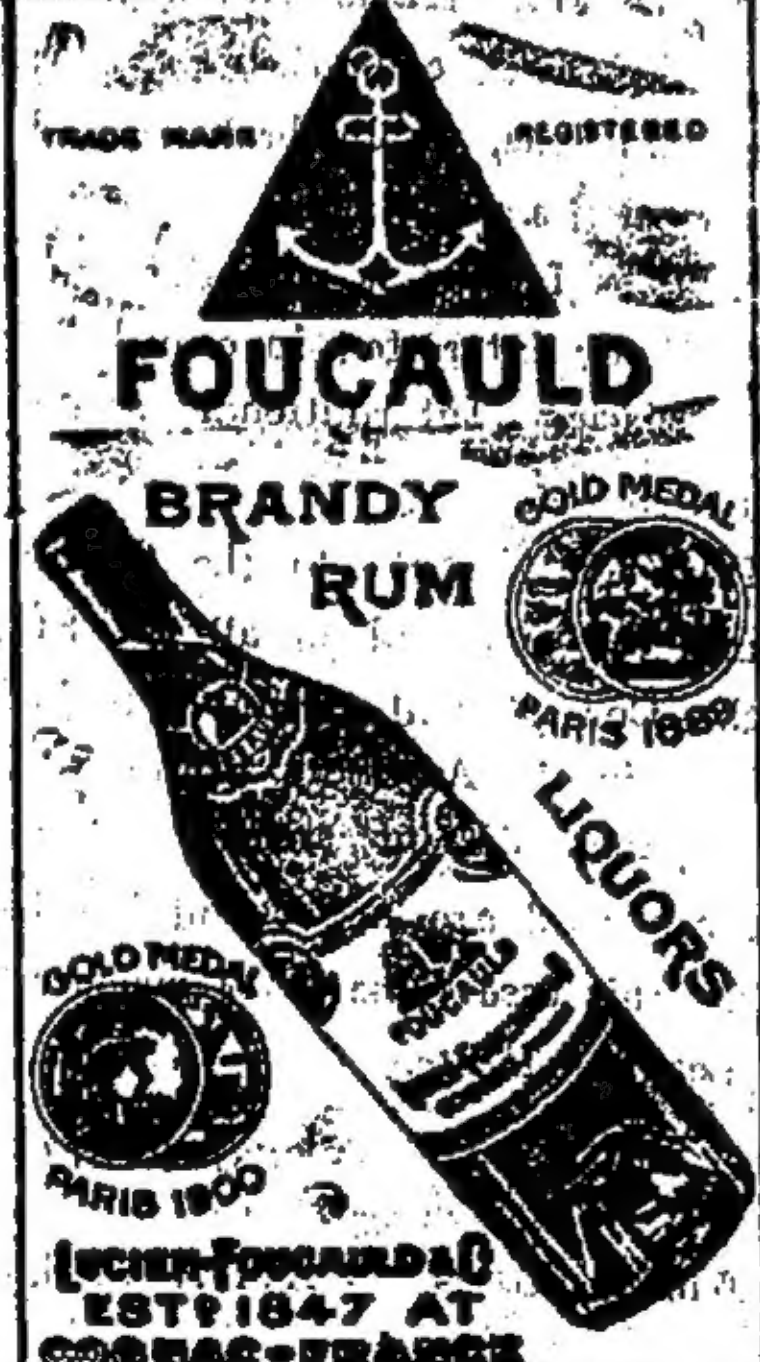
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## WAR STRENGTH OF THE GRAND FLEET.

RECENT "REVELATIONS."

[By ARCHIBALD HURD.]

There is evidently some misconception as to the scope of Lord Jellicoe's book. The volume is not a history of the operations of the Navy as a whole, but only of the work of that section of the Navy which passed under the command of this officer. That is a very important distinction in its application to the admiral's reference to the relative strength of the Grand Fleet. This all-embracing war has so benumbed the memory of some of us that there is a disposition to forget that at the time when the margin of safety of the Grand Fleet was narrow, the naval authorities were holding not merely the North Sea, but the world's seas. The *Goeben* and *Brézet* were in the Mediterranean; Von Spee's squadron, which was eventually overwhelmed at the Falkland Islands, was not only at large, but dispersed. The principle which justifies a pack of hounds being employed in chasing a single fox has its parallel in naval warfare. The British Fleet had not only to hunt down these enemy craft, but to ensure the safety of scores of transports conveying troops from India and the Dominions, from Egypt and Malta, and carrying also Territorial troops from the Mother Country to the overseas garrisons. These transports, which in six months, carried 1,000,000 men, had to be guarded by large numbers of cruisers, while at the same time the enemy's warships and armed merchant vessels had to be dealt with. The position in the outer sea was never cleared up, because down to the time of the armistice provision had to be made against raiders, while from October, 1914 onwards, the submarine became an increasing embarrassment.

When readers of Lord Jellicoe's book, forgetting these factors in the situation, are inclined to hold up their hands in horror at the conditions which existed at the opening of the war, they may be reminded that at one period the battle-cruisers *Invincible* and *Indomitable*, with several cruisers and light cruisers, were in the Mediterranean; that the battle-cruisers *Invincible* and *Indomitable* were, later on, despatched to the Falkland Islands; that the battle-cruiser *Princess Royal* was sent out into the Atlantic to help guard Canadian convoys; that the battle-cruiser *Aurora* was in the Pacific; and that the Dreadnought battle-ship *Queen Elizabeth*, in association with other battleships, was employed in bombarding Gallipoli. A large force of cruisers—in all seventy Allied cruisers, I believe—were also engaged in the outer seas at one time. We had to behave in a neighbourly fashion to the French and Italians, particularly in assisting them with capital ships, cruisers, and destroyers, in the Mediterranean. As I have pointed out before, every Allied navy, except the British Navy, was desperately short of effective cruisers, as well as of destroyers, with the result that we had to place every vessel we could spare at their disposal.

## UNS, ARMOUR, AND SPEED.

It is only when these facts are borne in mind that the reader of Lord Jellicoe's book can appreciate the real implication of his statements. The whole German navy, apart from the few cruisers afterwards sunk, was concentrated in its North Sea ports, whereas our Navy had to be dispersed widely, with the result that the provision of strength in the Grand Fleet was the minimum regarded as reasonably safe on the basis of a strategically defensive and tactically offensive policy, in view of all the demands which were then being made on the Royal Navy as a whole, and no allowance was made for contingencies, which did occur. The margin was too small, as Lord Jellicoe has very justifiably explained, but that was not his or the Admiralty's fault.

Lord Jellicoe, in his preface to the book, expresses his view that, judged by the times, the attitude of the nation as a whole towards naval defence, and the character of our Government, which is democratic, the surprise is that successive Boards of Admiralty from the beginning of the century onwards, did as well as they did. "It is indeed a miracle that we managed to put our naval front from Southern to Northern waters, the time available, and build so many ships of the new types required for work in the North Sea."

And then there arises the point as to the superior qualities, in some respects, of German battle-cruisers in contrast with the British battle-cruisers. Every ton of displacement, whether British or German, represented an enormous amount of fighting power, as Lord Jellicoe explains in complimenting our naval constructors on their work. Our ships were built for world-service and had to fit docks of restricted size; they had a large allowance of fuel and stores, and they were far more heavily gunned than Germany's ships; the German ships were built for the North Sea, and, in view of that fact, the enemy worked out a different variation of the eternal naval compromise between guns, speed, and armour. They may have been right, but I would suggest, in the light of our war experience, that we were right.

Then, on the question of docks. The Germans when the war came, possessed finer docks, contiguous to the North Sea, than we had—first, because they had much money, raised by loans still unpaid, as they could use, and secondly, because in crowding their naval establishments they were working their naval establishments to a clean state. We had already laid out our naval establishment, with docks, on the South Coast, investing millions of money there in years gone by. Then, again, as to the defenceless state of Scapa Flow, that is no news, as Mr. Balfour, as First Lord, made in the "revelations" in the House of Commons nearly three years ago. Lord Jellicoe has shown how this weakness influenced strategy, and how, with great labour, the service was remedied.

(Continued on first of next column.)

## OVERSEAS TRADE.

COMMERCIAL COUNSELLORS AND CONSULS.

Sir Arthur Steel-Maitland, M.P., the head of the clumsily named "Department of Overseas Trade (Development and Intelligence)," contributes an article to the February number of the *Nineteenth Century* and *After* under the title of "The Government and Foreign Trade." If it does not contain any very precise announcement of policy it is at least a welcome indication of his desire to take the public into his confidence. He insists, in the first place, that while to other countries foreign trade is a luxury to the United Kingdom it is a necessity. He points out the unceasingly serious German challenge to British trade in the decade immediately preceding the war; he refers to the new competitors who have entered the field, notably the United States and Japan, and, in a less degree, the neutral countries of Europe; and laments that the need for commercial combination is still insufficiently realised in England. He then goes on to discuss the proper functions of the commercial councillor (a development of the commercial attaché) and the consul; admits to the full need for reform in the consular service, and denies the differing duties of the commercial attaché in countries which are our competitors in neutral markets and in those which British enterprise may take the lead in developing. Finally, he writes on the "proper form of Government organisation." This consists of the department at Home organised into two main divisions—the Overseas Division in which different countries are represented in geographical sections and the Home Division which is analogously organised by industries. This department he likens to the general headquarters, the commercial counsellors to the commands of local armies, and the consuls to the regimental staff. "The duties of the consul are local and detailed, those of the commercial attaché central and general," co-operation between each being essential.

Sir Arthur admits that to obtain for consuls "commercial men of high standing and with a wide range of experience" would necessitate a salary which could only be paid in a very few posts. Business men, professors of faculties of commerce at leading universities, and consuls who have taken a special interest in commercial work have been consulted, and the result of it he sums up thus:—"It is probable that the best way to proceed would be to select commercial men where good enough men are forthcoming for the salary that can be offered. For the rest the best plan will be to select young men of good general education and put them through a specialised course of commercial training under circumstances which will enable them also to see the interior of a factory or business house and learn how its management is conducted."

The Boards of Admiralty had their annual programmes squeezed year by year from 1904 onwards by every Government in power without exception. The Estimates were, nevertheless, doubled, and yet the money available was not sufficient to meet all the requirements of the Navy. The result is that what were regarded as the most urgent needs were met, and the others postponed from year to year. When the war came, we had few to be selected from the East Coast, but we had the ships and we weathered the storm. The Germans, on the contrary, had large docks conveniently located, but had not the ships, with a result which is now historical.

## WHAT OF THE GERMAN FLEET?

It is much the same with other so-called "revelations" with which every one connected with the Navy was familiar. At a time when the nation refused to think of war, the successive Boards of Admiralty, supported by an able and well-balanced Naval Staff, did prepare for war, and we possessed a naval organisation at the beginning of hostilities which saved the Empire under the inspiration of as fine a body of officers and men, from Lord Jellicoe downwards, as this country ever possessed in its history. The temptation to introspection is few to be resisted. We have yet to study the other picture, showing the condition of the German fleet. As it is not apparent that many mistakes—and much greater mistakes—must have been committed by the German naval administration in the years preceding the war, in spite of its Staff, of which we used to hear such wonderful accounts from speakers and writers on this side of the North Sea, who "admired" everything German! Otherwise, how are we to explain the timorous policy which was pursued, except in regard to piracy, from the opening of the war to its end, and the final surrender of the fleet and the capture of the ships? It is all very well for critics, who have no first-hand knowledge of sea affairs, to become vociferous—wise after the event; but the truth is that the nation has cause for undying gratitude to its sailors, serving ashore and afloat, when it looks over past years. There were times when the Board of Admiralty had to resign to get its way, and the Government of the day was threatened by powerful forces in the constituency that, if it did not reduce the Naval Estimates, it would be thrown out of office. Far from condemning the Admiralty, we ought to be unreservedly thankful in reviewing the mistakes which were performed when war broke out with the second greatest Navy in the world. In particular, we should acknowledge frankly our debt to the Admiral who for the first two and a half years of war was personally responsible for holding the main sea gateway for us and the Allies with forces relatively not much greater than those possessed by the enemy, at last defeating the Germans completely at the Battle of Jutland, with the support of Sir David Beatty, that in due course they surrounded all their fastest and best ships.

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## DEFENCE OF KUT.

## GENERAL TOWNSEND'S STORY.

General Sir Charles Townsend was present recently at a great assembly of repatriated prisoners of war at St. Andrew's Hall, Norwich. More than 1,000 men attended the function, and General Townsend made a point of shaking hands with those who were with him at Kut. These numbers about 100, and were mainly 2nd Norfolk. General Sir Charles Townsend said those men who happened to be with him at Kut would admit that he took them into his confidence. He always told them from the moment of the siege that he had no secrets. And he was going to take them into his confidence once again. Many things had happened which they did not know. The defence of Kut was now historical. When he was recently in Paris French officers told him that the defence of Kut ranked with the defence of Verdun, and he was very proud to hear that and to receive the consolation of knowing that there were people who appreciated it. He would remind them that he told them in Mesopotamia that they would live to be proud of having been amongst the defenders of Kut. There were always little oracles; for instance, he saw from the papers that a book had been written by Mr. Candler, correspondent with the relief force which tried to relieve him at Kut. That gentleman found fault with him, and declared that he miscalculated the amount of provisions at his command, and that he ought to be relieved sooner than was really necessary, and so caused the failure of the Relief Expedition. Well, perhaps he was a little judge of the circumstances than Mr. Candler. That gentleman was not in Kut on that Christmas night. When the Turkish forces succeeded in getting into the fort Kut was done, Kut was finished. He sent a handful out of the fort, and the enemy Oxfords into the fort, and the enemy was driven out by daylight, and Kut was saved. Mr. Candler was not there to know that the whole thing would have been finished but for that handful of Britishers. It was the British only who saved him at Kut. Those who were at Kut knew what he meant. There were things it was undesirable to talk about in public. There were many reasons that caused him to ask to be early relieved. Some men present understood that it was the British who were the saviour of him in the defence of Kut, and nobody else. Those men who were with him would know there were many grave reasons why he should be speedily relieved. The situation was very grave, and they would remember how he drastically dealt with them. It was not for him to say what it actually was. He determined to stand at Kut and save the whole of Mesopotamia.

## DEMAND FOR EARLY RELIEF.

He wired to the Commander-in-Chief: "I must be relieved in a month, if not I won't stay here." They guaranteed to save him in a month, but failed. He preferred his opinion to Mr. Candler's, as to what relief was necessary. He was only able to hold out so long as he did by finding grain that he told the Arabs houses and elms. He told the Arabs if they did not tell him where they were hiding the grain he would have them shot, and they at once revealed the hiding places.

There was another thing he had heard which had embittered him. Some officers had told him that it had been said that he had been well treated by the Turks, and did not care what became of his men. Well, his character was well-known to many present, and he asked them if they thought he was a man to act like that. (Loud cries of "No.") He replied to his informants, "I am sure no soldier said that." Nobody had ever dared to say that to his face. These little criticisms did these things behind one's back. He would like to tell the men who were really happy. Everything was kept from him. He was at once taken away by the Turks, and when he arrived at Constantinople he was met by the officers of the army at that place. One would have thought he was inspecting the garrison instead of being a prisoner of war. They said they would treat him just as Osman Pasha was treated at the fall of Plevna, and that they regarded the defence of Kut as being as good as the defence of Plevna. They certainly treated him with great honour. He was closely watched, for he did not give his parole. All the letters he endeavoured to send, and all that were sent to him, were burned. Stores sent out to Mesopotamia were looted, and that was why the men did not get many of the things sent out from Norfolk.

But the whole trouble rested with Germany. The German officers round Enver Pasha did everything they could to make reconciliation between Turkey and England utterly impossible. The case of all the barbarities he found the cause of all the barbarities. The Turk alone was a clean fighter and a sportsman. The cruelties that were practised were inspired by the Germans, and nobody could forget them. He asked Enver Pasha to lighten their captivity and get the case of all the barbarities. The Turk alone was a clean fighter and a sportsman. The cruelties that were practised were inspired by the Germans, and nobody could forget them. He asked Enver Pasha to lighten their captivity and get the case of all the barbarities. The Turk alone was a clean fighter and a sportsman. The cruelties that were practised were inspired by the Germans, and nobody could forget them. He asked Enver Pasha to lighten their captivity and get the case of all the barbarities.

He wanted to tell them how at the end he managed to shorten their captivity and how at the same time he helped to bring about peace with Turkey. After failing a third time to escape—he had never given his parole—he was sent to work in the Turkish Government, and if he had been found out he would have been shot. Enver Pasha's Government was withdrawn, and the next day the new Government sent for him, and said: "Will you help us?" He said he would on one condition—he must be free before he left the Sublime Porte, and if Turkey wanted England to make peace they must open the Dardanelles. He came away with the consent of the opening of the Dardanelles in his pocket, and a promise for liberation at once of prisoners of war and also a promise that the Black Sea Fleet should not come through the Bosphorus—not a bad half-hour's work.

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A QUANTITY OF  
MISCELLANEOUS GOODS,  
Shoes, Raincoats, Serge, Collars, Typewriters, Perfumes, Soaps, Post Card Cameras and Sundries, also a Quantity of Fine Engraving Pictures.  
Terms—Cash on Delivery.  
Hongkong, April 19th, 1919.

A. G. DA ROCHA.  
AUCTIONEER - SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.  
FAVOURER with instructions from The Concerned, will sell by Public Auction on TUESDAY, April 22nd, 1919, at 2.15 P.M., at his Sales Room,  
SUNDRY HOUSEHOLD FURNITURE  
AND EFFECTS,  
Drawing Room Suite, Iron Bedsteads, Dining Tables, Chairs, Sideboard, Ice Chests, Couch, Wardrobes, Curtains, Knives, Forks, Spoons, Pictures, Ornaments, Crockery and Glassware and Sundries.  
Terms—Cash on Delivery.  
Hongkong, April 19th, 1919. (294)

## TO BE SOLD.

PURSUANT to an ORDER OF THE SUPREME COURT OF HONGKONG dated the 7th day of March, 1919, made in an Action in the matter of the Estate of HO TSUN SAN alias HO SHU TONG alias HO SAN CHUNG alias HO A SEK alias HO A SEK alias HO A SEK deceased.

By

Mr. GEORGE P. LAMBERT,

at his Auction Rooms in Duddell Street,

on

WEDNESDAY,

the 30th day of APRIL, 1919,  
at 3 o'clock in the Afternoon,  
IN TWENTY LOTS,  
THE VALUABLE LEASEHOLD PROPERTY

situate and being Nos. 49 and 51, Hollywood Road standing on Inland Lot No. 20, Nos. 402 and 406, Queen's Road West, Nos. 5 and 7, Sam To Lane, all standing on the Remaining Portion of Section F of Inland Lot No. 800, Nos. 51, 53, 127 and 153, Second Street, standing on the Remaining Portion of Inland Lot No. 759 and Section G and the Remaining Portion of Inland Lot No. 600, Nos. 27, 31, 35, 37, 39, and 41, Centre Street, standing on the Remaining Portion of Inland Lot No. 758, Nos. 28, 30 and 52, First Street, standing on the Remaining Portion of Inland Lot No. 196, No. 20, Peel Street, and No. 22, Gage Street, being respectively Section E and Section C of Inland Lot No. 187, Victoria, Hongkong.

Lot 1 consists of the two semi-European Houses, Nos. 49 and 51, Hollywood Road, held under a Crown Lease having 932 years to run.  
Lot 2 comprises Nos. 402, Queen's Road West and No. 7, Sam To Lane.  
Lot 3 comprises No. 406, Queen's Road West.  
Lot 4 comprises Nos. 5, Sam To Lane.  
Lots 5 and 6 are Nos. 127 and 153, Second Street.  
Lots 2, 3, 4, 5 and 6 are all held for a term of 999 years of which 942 years are unexpired.  
Lots 7 to 12 inclusive are Nos. 27, 31, 35, 37, 39, and 41, Centre Street, one house for each lot. All are held under a Crown Lease having 942 years unexpired.  
Lots 13, 14 and 15 comprise Nos. 51 and 53, Second Street and 52, First Street. These lots also have an unexpired term of 942 years.  
Lot 16 and 17 are Nos. 28 and 30, First Street, held under a Crown Lease with 938 years unexpired.  
Lot 18 is No. 43, Graham Street. This lot has 934 years to run.  
Lots 19 and 20 are No. 30, Peel Street, and No. 22, Gage Street. They are both held under a Crown Lease having an unexpired term of 930 years. All the above houses except lot 1 are Chinese houses.

Particulars and Conditions of Sale may be obtained from, and sale plans of the property may be inspected at, the offices of—  
Mr. E. L. AGASSIZ,  
24, Queen's Road Central,  
Mr. GEORGE P. LAMBERT,  
The Auctioneer. (614)

## FRENCH LESSONS

G. MOUSSION.

12, Morrison Hill Road.

THEATRE ROYAL at 9.15 p.m.

## TO-NIGHT (Thursday)

The World Famous Trio

Leo, Jan &amp; Mischel

## CHERNIAVSKY

Book at MOUTRIE'S. Prices \$3 \$2 &amp; \$1.

(608)

THEATRE ROYAL

HONGKONG.

## THE HOWITT PHILLIPS Co.

WILL PRESENT

EACH EVENING at 9.15 p.m.

SATURDAY, APRIL 26TH.	NOW RUNNING IN LONDON, THE BRILLIANT COMEDY OF LOVE AND LAUGHTER "THE MAN FROM TORONTO."
MONDAY, APRIL 28TH.	HORACE ANNESLEY VACHELL'S GREAT PLAY "THE CASE OF LADY CAMBER."
TUESDAY, APRIL 29TH.	THE THRILLING CANADIAN DRAMA "TIGER'S CUB." TIGER'S CUB... DORIS PHILLIPS.
WEDNESDAY, APRIL 30TH.	STANLEY HOUGHTON'S BRILLIANT COMEDY "THE YOUNGER GENERATION."
THURSDAY, MAY 1ST.	WALTER HOWARD'S ROMANTIC DRAMA "THE STORY OF THE ROSARY."
FRIDAY, MAY 2ND.	THE SCREAMING LONDON FARCE "A LITTLE BIT OF FLUFF."
SATURDAY, MAY 3RD.	THE FAMOUS THREE-GENERATION PLAY "MILESTONES."
MONDAY, MAY 5TH.	BRIEUX'S GREAT WORK ON THE SOCIAL EVIL "DAMAGED GOODS" (FOR ADULTS ONLY).
TUESDAY, MAY 6TH.	THE GREAT SPY PLAY "SEVEN DAYS' LEAVE." BY WALTER HOWARD.

Prices - - - \$3, \$2 &amp; \$1.

Booking now open at MOUTRIE'S.

(624)

THE AUSTRALIAN ORIENTAL  
LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"	...	April 18th 3 P.M.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

## PUBLIC AUCTION.

The Underigned have received instructions from THE CHINESE GOVERNMENT SALT REVENUE DEPARTMENT to sell by Public Auction,

On FRIDAY,  
April 26th, at 12 Noon, at Taumati,  
Break Water,

The Steam Vessel

"KUNG CHING"

HULL—Teakwood.

Length—125 feet.

Beam—18 feet.

Draft—3 feet 6 inches.

ENGINES—Two sets of compound surface condensing engines, with cylinders 11½ in. by 23 in. by 14 in. stroke. Separate condensers.  
BOILER—One cylindrical, multitubular, marine type boiler. Length 10 feet 6 inches. Diameter 10 feet 0 inch.  
Working pressure 120 lbs. per square inch.  
Inspecting orders and further particulars may be had from the undersigned.  
A launch will leave Blake Pier at 11.30 A.M. on day of sale to convey intending purchasers.

Terms—Cash.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, April 12th, 1919. (658)

## DAIRY FARM NEWS

## SAVE YOUR

CLOTHING, FURS & CARPETS  
by storing them in our Cold Stores  
for the Summer months where no  
moths or vermin can attack them.

For particulars as to packing  
and rates apply to—

THE DAIRY FARM ICE &  
COLD STORAGE CO., LTD.

SOMETHING NEW  
WISEMAN'S TEA.

Our own packing and blending  
from the choicest Ceylon  
and China Teas.

TRY IT —  
1lb. Tins 80 Cents.

(679)

Messrs. FRANK WATERHOUSE  
& Co.'s

## PACIFIC PORTS

Trade &amp; Service Bureau.

11, Ice House St.

Tel. 696.

(410)

UNUSED BRITISH  
COLONIAL WAR  
STAMPS.

Every Unused Postage Stamp  
purchased and retained by Collec-  
tors is a direct contribution to the  
revenue of the Country. It is a  
Government security upon which no  
interest is payable and which the  
Government will not be called upon  
to redeem.

## GRACA &amp; CO.,

Dealers in Postage Stamps,  
Flower Seeds, Toys, Post Cards,  
etc.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 620.

(71)







## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to PEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to PEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELI ERMAN" LINE.

(RUEPPAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON and ANTWERP ... "BASSANO" ... sailing about 20th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"SUNSHINE"	On 17th Apr. Noon.
SHANGHAI & TIENTSIN	"KUNSHING"	On 20th Apr. D'light.
SWATOW and BANGKOK	"CHANGCHOW"	On 21st Apr. 10 A.M.
SHANGHAI	"SINKIANG"	On 22nd Apr. Noon.
SHANGHAI	"SUIKIANG"	On 24th Apr. Noon.
TIENTSIN	"KUEIHOW"	On 26th Apr. Noon.
SHANGHAI and TIENTSIN	"CHENAN"	On 27th Apr. D'light.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

TELEPHONE 38

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 8 to 10 Days).

"KAITAN" ... Capt. A. H. Stewart ... SUNDAY, 20th Apr. at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"  
14,000 tons each.

HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG	at Noon.	
S.S. "ECUADOR"	Apr. 23rd, 1919.	
S.S. "COLOMBIA"	May 31st, 1919.	
S.S. "VENEZUELA"	June 16th, 1919.	

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information rates, literature, schedules, etc., apply to  
COMPANY'S OFFICE in Alexander Buildings, Canton Road.  
Telephone 141.

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

## MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NELLORE	27th April	2nd June	10th June

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about

SAILINGS ALSO TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Vaux Road Central, HONGKONG.  
Agents.

## NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	YOKOHAMA MARU 12,340 tons	21st Apr. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	KAMUKARA MARU 12,410 tons	18th Apr. at 11 A.M.
SHANGHAI and KOBE	IYO MARU 12,330 tons	18th Apr. at Noon.
LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSTUA MARU 16,980 tons	3rd May at 11 A.M.
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, TOWNSVILLE, BRISBANE and SYDNEY	NIKKO MARU 9,600 tons	23rd Apr. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	TOYO MARU	25th April.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	SHIMBU MARU	27th Apr. at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	RANGOON MARU	End on April.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

These sailings from Hongkong.

↑ SUWA MARU ... Mon. 16th May, 1st 11 A.M.

↑ Omitting Manila Harbour.

For further information apply to

NIPPON YUSEN KAISHA.

G. YASUDA, Manager.

Telephone 223 and 228

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KORBA MARU	20,000	27th April, From YAMATO.
NIPPON MARU	11,000	28th April, From YAMATO.
SIBERIA MARU	20,000	22nd May, From YAMATO.
TENYO MARU	22,000	5th May.
SHINTO MARU	22,000	21st May.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE, BALBOA, OCALLA, PANAMA.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 3rd.
KIYO MARU	17,500	July, 11th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, mileage, etc., apply to—  
T. DAIGO, Manager, King's Building.  
Telephone 2274 and 2275.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NHRA" ... 10,000 tons	On or about ...
	"SPHINX" ... 20,000 tons	do. 30th May.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOIT, SUEZ, PORT SAID	"PAUL LECAT" 20,000 tons	On or about 12th May
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,  
Acting Agent,  
Queen's Building,  
Telephone 740.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.  
"CHIFUKU MARU" ... Sunday, 27th April.  
"AMUR MARU" ... Tuesday, 30th May.  
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.  
"INAHU MARU" ... Monday, 5th May.  
MARSEILLES—Monthly direct service via Singapore and Port Said.  
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.  
"HAWAII MARU" ... Saturday, 16th June.  
BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
"INAHU MARU" ... Monday, 5th May.  
"RASADO MARU" ... Tuesday, 6th May.  
SAIGON BANGKOK, SINGAPORE—Regular Monthly service.  
"SISEN MARU" ... Wednesday, 8th May.

SYDNEY, MELBOURNE—Monthly service calling at AUOKLAND, N. Z. and ADELAIDE.  
"GANGES MARU" ... Sunday, 25th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CHICAGO MARU" ... Saturday, 18th April.  
"AFRICA MARU" ... Thursday, 22nd May.  
HAIPHONG—Three times a Month service.  
"DAITOKU MARU" ... Tuesday, 22nd April.

JAPAN PORTS—Kobe, Yokohama.  
"BURMA MARU" ... Monday, 28th April.  
"NANKING MARU" ... Saturday, 3rd May.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.  
"BOSHU MARU" ... Thursday, 24th April, at 9 a.m.

For KEELUNG via SWATOW and AMOY.  
"KAIJO MARU" ... Sunday, 20th April, at 10 a.m.

For sailing dates and further particulars please apply to—  
K. YAMASAKI,  
Manager,  
No. 1, Queen's Building.

Tel. No. 744 and 745.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry). "CHINA" (10,800 tons, American Registry).

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" ... June 19th, 1919. "CHINA" ... April 22nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. REYHER, Freight and Passenger Agent,  
105 House Street.  
Telephone 1523.



